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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY	Poland	REPORT	
SUBJECT	Polish Shipping on the Oder River	DATE DISTR.	28 March 1956
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information on Polish shipping on the Oder River is attached. Information on the following topics is included: names of tugs used between Kozle (Cosel-N 50-20, E 18-10) and Wroclaw (Breslau) and between Wroclaw and Szczecin (Stettin), shipyards, and Oder bridges.

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SUBJECT: Polish Waterways Shipping Company

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1. Ministry of Waterways Shipping is located in Warsaw. The main office is located in Wroclaw, Ul. Kleczkowska 50-52. The director is Fnu ORLOWSKI, and his assistant director is Fnu REMBISZ. The local office of the shipping company is located in Szczecin. Smaller branch shipping offices are also found in Kozle, Nowa Sol, Krosno, Milowo (the border port), and Widuchowo. Three or less persons are employed in these small branch offices. All the small branch offices are under the administration of the Wroclaw office.

2. The following tugs are used between Kozle and Wroclaw:

Name	HP	Type
Jurant	250 PS	steam
Zbyszko	250 PS	steam
Sedziowoj	250 PS	steam
Swiatopelk	250 PS	steam
Bogumil	250 PS	Polish model, steam
Boguslaw	250 PS	Polish model, steam
Leszno	350 PS	Old model, steam
Nysa	300 PS	Old model, steam
Mieszko I	180 PS	Old model, steam
Scinawa	180 PS	Old model, steam
Odmuchow	300 PS	Diesel
Ner	250 PS	Diesel
Ina	200 PS	Diesel
Dobroslaw	250 PS	Diesel
Dobrzyca	250 PS	Diesel

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Name	HP	Type
Pilichowice	?	Diesel
Olawa * List Poland	200 PS	Diesel

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3. Tugs on the Wroclaw-Szczecen run:

Name	HP	Type
Tryglaw	500 PS	steam
Swarozyc	500 PS	steam
Jarowid	500 PS	steam
Radgost	500 PS	steam
Perkun	500 PS	steam
Lada	500 PS	steam
Zywija	500 PS	steam
Sudety	750 PS	Steam, Rear Paddle driven
Gubin	350 PS	Steam, Rear Paddle driven
Dolny Slask	350 PS	Steam, Rear Paddle driven
Opole	300 PS	Steam, Side Paddle driven
Gliwice	300 PS	Steam, Side Paddle driven
Kedziezyn	300 PS	Steam, Side Paddle driven
Slask	1050 PS	Presently in for repairs at an unknown shipyard.
Zlotorja	250 PS	
Zielona Gora	300 PS	

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About 250 various types of barges travel on the Oder between Kozle and Szczecin.

4. Coal shipments from Poland to NRD are made about twice monthly in convoys of five barges to a convoy. There are seven convoys of five barges each which are earmarked for the coal shipments between Poland and the NRD. So far, the coal barges have returned empty on the return trips to Poland. Source heard that four additional convoys of five barges each shall be placed on the coal run from Poland to Magdeburg.

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(Helmsman) GRAJNERT, (Boatswain) MOZDZIEN and (Boatswain) DABROWSKI.

All bargemen on the Polish-NRD coal run received orders from Wroclaw forbidding them to visit in Berlin UNLESS ACCOMPANIED BY A FELLOW BARGEMAN.

6. The following tugs are supplied by the Poles in hauling barge convoys to the NRD from the border port of Milowo: Gubin, Opole, Gliwice, Kedzierzyn. The Germans supply the following tugs: Wiatka and Donau.

7. [redacted] the following INFO. on the ports along the Oder River: 25X1

a. Gliwice - two cranes

b. Kozle - two old and three new cranes. In the first SHIP basin are located four coal unloaders, in the second SHIP basin two unloaders, one of which is out of order.

c. Nowa Sol - used only for loading and unloading.

d. Cigacice - used only for loading and unloading.

8. Shipyards:

a. Kozle - shipyard only for tugs

b. Rogie - shipyard for barges

c. Januszkowice - shipyard for barges

d. Rogowo - shipyard for barges

e. Dobrzynie - shipyard only for barges

f. Wroclaw-Zacisze - shipyard for tugs

g. Wroclaw - shipyard for tugs and barges

h. Malczyce - shipyard for tugs and barges

i. Glogowo - new barges and tugs built here

j. Nowa Sol - shipyard for tugs and barges.

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Details of maps used and necessary map refs:

Poland 1:100,000 Sheet S.13 SOSNOWIEC.

GLEIWITZ:	Y 342 760
LABAND:	Y 310 813
DZIERZNO:	Y 285 842
NOWA WIECI:	Y 210 861

Germany 1:100,000 Sheet R.12 - BRIEG.

DOEBERN:	YS 01 27
NEISSE MUENDUNG:	XS 88 33
SCHANOWITZ:	XS 83 35
BRIEG:	XS 75 38
LINDEN:	XS 69 44

Germany 1:100,000 Sheet Q.11 WOHLAU

DYHERRNFURTH: XS 20 80 (Sluice)

Germany 1:100,000 Sheet P.10 GRUENBERG

CAROLATH:	WT 555 355
NEUSALZ:	WT 506 396

Germany 1:100,000 Sheet Q.10 BUNZLAU

GLOGAU: WT 758 250

Germany 1:100,000 Sheet M.8 ANGERMUENDE

ZAECKERRICK (Bridge):	VU 477 520
HOHESAATEN: (Bridge)	VU 430 582
HOHENWUTZEN: (Bridge)	VU 402 559

Germany 1:100,000 Sheet S.12 OPPELN.

KLODNITZ:	FX 98 85
COSEL:	FX 96 83
ROGAU:	FX 96 84 (town)
ROGAU (Sluice)	YS 0209
KRAPPITZ:	YR 11 97
ODERFEST (Sluice):	YS 12 06
GROSCHWITZ:	YS 09 15
OPPELN:	YS 08 18
FRAUENDORF:	YS 06 22 (Sluice)

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Germany 1:100,000 Sheet R.11 BRESLAU

OHLAU:	XS 62 47
RATTWITZ:	XS 59 58
BARTHELN:	XS 49 64
ROSENTHAL:	XS 42 68
RANSERN:	XS 37 70

Germany 1:100,000 Sheet N.9 LANDSBERG

GOERITZ:	VU 754 163
FRANKFURT/ODER	VU 694 000

Germany 1:100,000 Sheet L.9 STETTIN

STETTIN (Road bridge): VV 745 169

Subject: Polish Oder Shipping Company and bridges over the ODER (August 55)

1. Designation and location:

The designation of the concern was "ZEGLUGA NA ODRZE".

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The main offices were located in BRESLAU, Kletschkaustrasse 50/52.

2. Company's tug and barge strength

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The following tugs were owned by the company:

Name	Ship Captain	Type	Horse power
NOTTIC	REINERT Theo	Diesel engine	120 PS
OBRA	SCHULZ	-do-	90 PS
GRAJZYNA	SOBOTTA	-do-	85 PS
DIEZNO	?	-do-	90 PS

These tugs were used between GLEIWITZ and COSEL (KLODNITZ Canal).

The following tugs were used between COSEL and BRESLAU:

Name	Ship Captain	Type	Horse power
BOGUMIL	?	Steam engine	300 PS
BOGUSLAV	?	-do-	-do-
SEDZIWOJ	Kurt REINERT	-do-	250 PS
SWIATOPEK	Conrad REINERT	-do-	-do-
BOZIMIR	?	-do-	-do-
ZBYSZKO	WALICZEK	-do-	-do-
JURAND	?	-do-	-do-
LESZNO	?	-do-	300 PS
NYSA	SOBOTTA	-do-	280 PS
SCINAWA	?	-do-	170 PS
MIESZKO	?	-do-	180 PS
OTMUCHOW	KORDOWA	Diesel engine	300 PS
DRAWA	SCHNEIDER	-do-	200 PS
DOBROSAV	BEKESCH Erwin	-do-	250 PS
DOBRZYCA	?	-do-	-do-
NER	MALEC	-do-	300 PS
INA	?	-do-	250 PS
PILICHOWICE	FISCHER Albert	-do-	220 PS
OLAWA	?	-do-	180 PS
BOBER	SCHMIDT	-do-	220 PS

The following tugs were used between BRESLAU and STETTIN:

LADA	BLACHOWSKI	Steam engine (double screw)	500 PS
PERKUN	?	-do-	500 PS
TRYGLAW	SLOWIC	-do-	-do-
RADGOST	?	-do-	-do-
ZYWIJA	?	-do-	-do-
JAROWID	?	-do-	-do-
SWARORZYC	?	-do-	-do-
SUDETY	?	Steam engine (Paddle steamer)	750 PS
GUBIN	?	-do-	350 PS
DOLNY SLASK	MILOWSKI	-do-	350 PS
SLANSK	MAUKUSCH	-do-	1050 PS
ZLOTORIA	?	-do-	350 PS
OPOLE	?	-do-	-do-
GLIWICE	KONTNY	-do-	220 PS
KEDZIERZYN	?	-do-	350 PS
SWIDNICA	?	-do-	-do-

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The following tugs were used in the port of STETTIN only:

Name	Ship Captain	Type	Horse power
MESTWIN	?	Steam engine	250 PS
MSCIWOJO	PROST	-do-	-do-
BOZYDA	?	-do-	-do-
ODRA	?	-do-	300 PS

25X1

The tugs with steam engines (double screw) and the paddle steamers were fitted with two boilers.

The tug "SUDETY" was formerly called "BOLKO".

25X1

The "ZLOTORIA" was formerly the German tug "RICHARD".
The "SLANSK" was undergoing major repairs in BRESLAU shipyard and the "SWIDNICA" was being fitted with a new boiler at the shipyard in NEUSALZ

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The company owned the following barges:

a) "PLAUER" barges, capacity 650 tons, length 64 metres, width 8.25 m and height 2.5 metres. The company had fifty of these barges in service, another fifteen were undergoing repair in BRESLAU and NEUSALZ shipyards.

b) "BRESLAUER" barges, capacity 500 tons, length 56 m, width 8 m and height 2.5 metres. The company had 180 of these barges, 125 were in service and the remainder were undergoing repair in BRESLAU and NEUSALZ shipyards.

c) "BERLINER" barges, capacity 350 tons, length 40 m, width 6 m and height 2 metres. The company had 20 of these barges, all of which were in service

25X1

d) "FINOW" barges, capacity 250 tons. Source learned from friends in the company that a small number of these barges were still used on the ODER. No further details known.

3. Crews

Source stated that the company employed some 900-1,000 men. Some 80% of the ship Captains and pilots were Germans. The crews consisted of 60% Germans and 40% Poles.

4. Shipments

The shipments consisted of coal from GLEIWITZ to STETTIN, iron ore from STETTIN to GLEIWITZ and building materials, gravel, sand, bricks from COSEL to BRESLAU UNC

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5. Sluices

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a) Canal sluices:

Location	Type
LABAND	Double sluice (electrically operated)
DZIERZNO	" " " "
NOWA WIECI	" " " "
KLODNITZ	" " " "

b) ODER sluices:

JANUSCHKOWICE	Double sluice (hand operated)
KREMPA	" " " "
KRAPPITZ	" " " "
ROGAU	" " " "
ODERFEST	" " " "
CROSCHWITZ	" " " "
OPPELN	" " " "
FRAUENDORF	" " " "
DOEBERN	" " " "
WROBLIN	" " " "
SAWADA	" " " "
SCHANOWITZ	" " " "
NEISSE MUENDUNG	" " " "
LINDEN	" " " "
RATTWITZ	" " " "
BARTHELN	Single sluice " "
BRIEG	" " (electrically operated)
OHLAU	" " " "
KARLOWITZ	" " " "
ROSENTHAL	" " " "
JANOWICE	Double sluice (hand operated)
RANSERN	" " (electrically operated)

25X1

A new double sluice was under construction near DYHERRNFURTH

25X1

6. River and canal navigability

a) KLODNITZ Canal

The navigability of the canal with the exception of about 1 km near LABAND was reasonably good. Sand banks were often encountered along the 1 km stretch near LABAND and two dredgers were almost permanently employed on that part of the canal.

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b) River ODER between COSEL and BRESLAU

The navigability of the river ODER between the two towns was reasonably good. There were, however, three short stretches where sand banks were often encountered. These stretches were located as follows:

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c) River ODER between BRESLAU and STETTIN

The navigability of the river between these two towns was not very good due mainly to the low water level. There were two danger areas along this stretch which were feared by the ship pilots. These were located near KAROLATH, south of NEUSALZ where the water way was partly obstructed by a sunken barge and at km stone '600' near GOERITZ where the water level was consistently low. 25X1

7. Ports

Source was only able to give limited information on the port of COSEL where he went ashore on four occasions. The port had three basins. The first basin had three cranes with a lifting capacity of 4 tons and one with a capacity of 3 tons.

The second basin was without cranes but had eight slides 'Rutschen' mainly used for the loading of sugar and wheat. The third basin had three cranes of 3½ tons capacity.

8. Bridges

a) Road bridge near NEUSALZ

The bridge under construction was located approximately 1,500 metres up-stream from the port of NEUSALZ. The bridge which was of reinforced concrete beam construction approximately 90 metres long, 7 metres wide and 4 metres above water level was supported by two concrete pillars standing in the river bed. The bridge was not open to traffic last time. 25X1

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b) Road bridge near FRANKFURT/ODER

The bridge under construction was located approximately 5 km up-stream from the 'ODERHAFEN', FRANKFURT/ODER. The bridge which was of reinforced concrete arch construction approx. 120 metres overall length, 10 metres wide and 9-10 metres above water level was supported by three concrete pillars, one on each bank of the river and one in the river bed. (No further details given). The bridge was not open to traffic 25X1

c) Railway bridge near ZAECKERICK

The bridge of steel bousting construction was located between Km stones 645/647, approx. 25 km up-stream from the port of KUESTRIN. 25X1

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d) Road bridge near HOHENSAATEN

The bridge under construction near HOHENSAATEN was of reinforced concrete beam construction approx. 120 m long, 8 m wide and 5 m above water level. The bridge rested on two concrete abutments and two supporting pillars in the river bed. Source was unable to give further technical details. 25X1

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e) Road bridge near HOHENSAATEN

The bridge under construction was located approx. [redacted] south of the HOHENSAATEN bridge and was of concrete construction approx. 110 metres long, 8 metres wide and 6 metres above water level. The bridge was supported by three concrete pillars, one in the river bed and one on each bank.

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